

Memo

To: Board of Managers
From: Michael Younes, Director of Municipal Operations *my*
CC: Shana Davis-Cook, Village Manager
Date: 4/4/2013
Re: Expenditure Authorization Request – Street Maintenance

Background

Last year, following WSSC's replacement of almost two (2) miles of water mains, the Village restored these areas with the funding assistance from WSSC. The FY2013 budget and capital improvements program included a total of \$453,000 for street repairs to repave those street affected by WSSC and to maintain a buffer should any further paving needs arise. Overall, the Village is responsible for approximately 8.2 miles of roadway.

The paving expenses for the affected streets totaled \$356,680, of that \$170,506 was reimbursed by WSSC. At the Board's July 2012 regular meeting, staff received authorization to expend up to \$364,455 of the \$453,000. At the time it was believed that other streets would not have to be repaved. Any further repaving needs in FY2013 required Board approval to proceed and authorize further use of the remaining funds in the "Street Maintenance" line item.

Proposed Streets to be Repaved

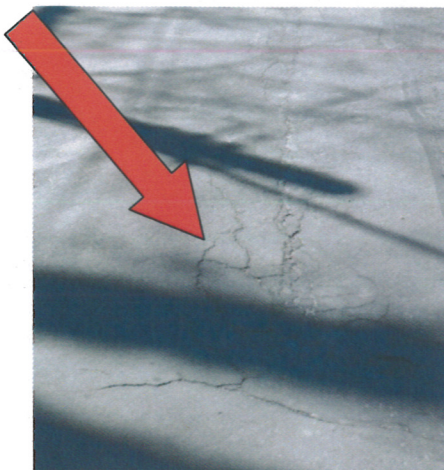
Over the past couple years, I have observed several areas along both **West Kirke and West Lenox Streets** that have begun to fail and are in need of replacement (see the attached map). The last time these streets were paved was in the early 2000's when the Village applied a "slurry seal" on all streets to extend the life of the asphalt a few additional years. The "slurry seal" is a thin layer of liquid asphalt that is applied to fill any shallow depressions and cracks in the asphalt. The "slurry seal" wears off after a period of time depending on several factors including the amount of traffic, environmental conditions (see below paragraph) and overall condition of the roadway.

Although the Village has not received any large snowfalls over the past couple years, the amount of road salt we've used has increased due to the frequency of ice events and small snowfalls that are not 'plowable'. The increased road salt use coupled with the declining condition of the roadway has accelerated deterioration of the roadway surface.

- *Condition of West Kirke Street (between Cedar and Magnolia Parkways)*

In addition to the factors outlined above West Kirke Street is one of the wider streets in the Village and serves to carry a fair amount of vehicular and truck traffic to and from Connecticut Avenue and the west side of the Village.

As you can see from the below photos, there are several areas along the roadway that have severe cracking, called alligatoring, which is indicative of a compromised asphalt surface and sub-base. Deterioration is accelerated when there is increased alligatoring, because more water is able to penetrate the road surface and undermine the sub-base.



- *Condition of West Lenox Street (between Cedar and Laurel Parkways)*

West Lenox Street is another heavily trafficked roadway. Over the past 8 years, there have been numerous residential construction projects, which included at least the partial demolition and renovation of 3 homes and extensive renovations to an additional 4 homes. Residential roadways are not designed to handle that amount of heavy truck traffic for a sustained period of time. The effects are apparent because the “slurry seal” is no longer visible on the roadway.

West Lenox Street is also a very narrow street, as a result and the fact that parking is allowed on both sides of the street, forces cars and trucks to weave back and forth out of the travel lane. This weaving can cause the asphalt to shift and stretch out and crack, because the base structure on the roadway is not strong enough in places.

I have highlighted some of the deteriorated areas in the below photos.



On both streets the roadway base will be repaired and reinforced in areas showing excessive wear and failure.

These portions of West Kirke and West Lenox Streets were also not part of WSSC's water main replacement project since the mains laid under it were upgraded in the late 1980's.

Paving Costs

Location	Quantity	Total Cost
<i>West Kirke Street (Cedar and Magnolia Parkways)</i>		
Full width milling	1,235 sq. yds.	\$4,594.20
Base Patching (4 in. depth)	150 tons	\$25,552.50
Surface Asphalt	150 tons	\$13,210.50
Total		\$43,357.20
<i>West Lenox Street (Cedar and Laurel Parkways)</i>		
Full width milling	2,260 sq. yds.	\$8,407.20
Base Patching (4 in. depth)	120 tons	\$20,442.00
Surface Asphalt	260 tons	\$22,898.20
Total		\$51,747.40
Overall Total		\$95,104.60

Speed Hump Policy Compliance

There are no speed humps in the proposed repaving areas.

Timing for Repaving

If authorized by the Board, paving would be completed during the week of April 22.

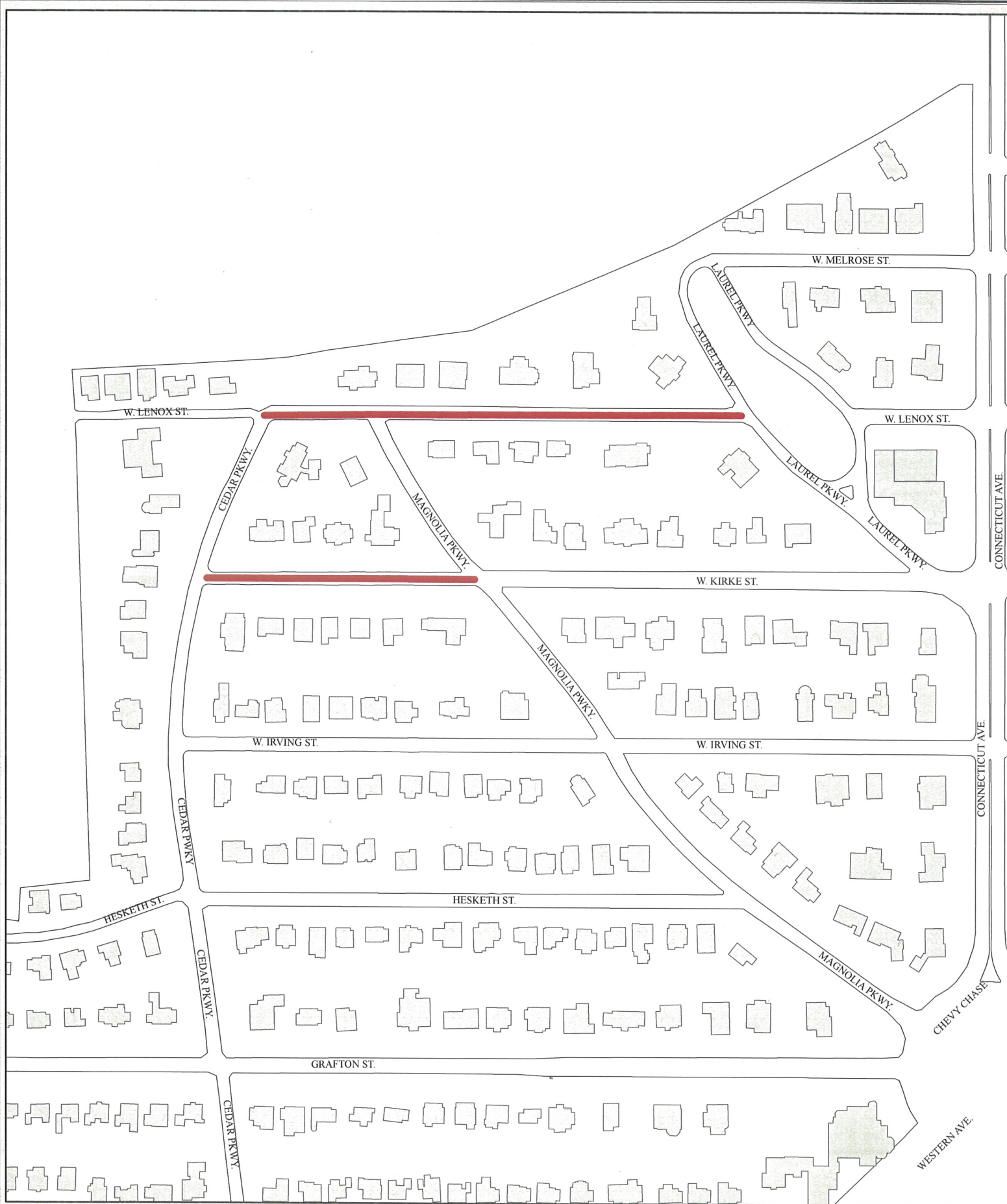
Board Action

I request Board Authorization to expend the remaining \$96,320 from the FY13 street maintenance and repair program budget, to repave West Kirke and West Lenox Streets in the above referenced locations.

Draft Motion: *I move to **APPROVE/DENY** staff's recommendation to authorize the expenditure of the remaining \$96,320 to repave West Kirke and West Lenox Streets in the above referenced locations.*

Attachment

- 1) Map of Proposed Streets to be Repaved



Legend



Proposed Streets to be Repaved

Street Repaving

0 62.5 125 250 375 Feet

Compiled by: M. Younes 4/3/2013
Source: Chevy Chase Village

